

## **B. ADVISORY NEIGHBORHOOD COMMISSIONS QUESTIONNAIRE RESPONSES<sup>24</sup>**

### Questionnaire Questions:

1. In your neighborhood, what major establishments (e.g., grocery stores, post offices) depend on having reliable access for trucks? Where are they located?
2. What are the issues of concern to your neighborhood regarding motor carrier operations (i.e., traffic congestion, noise pollution, air pollution, road vibration, safety concerns, security concerns, other)? Please describe.
3. What suggestions or alternatives would you propose to address the issue(s) identified in question #2 above? Please describe.
4. What specific streets or properties in your neighborhood are problematic in relation to motor carrier operations? Please describe.
5. What alternative truck routes and/or truck restrictions do you propose to address the specific streets identified as problematic in question #4 above? Please describe.
6. What motor carrier-related issues or locations do you anticipate to be problematic in the future (e.g., due to new development, etc.)? Please describe the issue(s) and location(s).
7. Do you have any other questions, concerns or suggestions related to motor carrier operations for your neighborhood specifically, or Washington, DC, as a whole? Please describe.

### **WARD 1**

#### Question 1

Numerous markets, restaurants, and retail stores, all located along Mount Pleasant Street.

#### Question 2

Primary concerns are traffic congestion caused by double-parked trucks, and loss of curbside parking to loading zones. A secondary concern is truck noise, especially along Irving Street.

#### Question 3

Limit delivery hours so that the problem is limited to a few specific periods of the day. Concerning truck noise, limit truck use of Irving Street to certain hours, presumably corresponding to the allowed delivery times.

#### Question 4

Mount Pleasant Street, from Irving Street on the south to Park Road on the north, is plagued with congestion due to trucks making deliveries. Irving Street also has a minor congestion problem, due to trucks parked on Irving for delivery to a restaurant at the corner of Irving Street and Mount Pleasant Street.

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<sup>24</sup> No responses were received for Wards 5 and 8.

Irving Street, from the Kenyon Street intersection to Mount Pleasant Street, is troubled by truck noise, exacerbated by the grade. Park Road, Klingie Road, Walbridge Place, and Adams Mill Road also have truck noise problems, but not as severe as Irving Street.

#### Question 5

East-west routes through this part of the District are scarce, so there are few rerouting alternatives to Irving Street.

#### Question 6

Imminent development in Columbia Heights (mainly 14th Street, Irving Street to Park Road) is likely to lead to substantially increased truck traffic on Irving Street.

#### Question 7

Parking and delivery rules need to be enforced, and there needs to be better signage.

There is a single market in the residential area north of Mount Pleasant Street, namely the Brown Street market at the corner of Brown (of course) and Newton Streets. On all sides this is surrounded by residences, and the residential streets leading to this small market are especially cramped, even for our very compact neighborhood.

Trucks making deliveries to Mount Pleasant Street first go to the markets on Mount Pleasant Street, then proceed north on 17th Street (Mount Pleasant Street becomes 17th Street at Park Road), and turn right on Newton Street to reach the market. The larger trucks simply cannot make the turns, and cause significant damage to sidewalks, catch basin covers, sidewalk furniture, and residential walls and fences.

The solution to the problem is to prohibit larger trucks (anything with more than two axles) from entering the 17th Street extension of Mount Pleasant Street. There is a preferred route: the market can be accessed via Newton Street from 16th Street, without encountering sharp turns. Truck exit can be via a continuation along Newton Street, either turning left on 18th Street, space permitting, or taking a right onto Ingleside Terrace, which loops around and becomes 19th Street, leading to Park Road and exit from Mount Pleasant Street. The truck drivers are, so far, unwilling to consider this alternative.

## **WARD 2**

#### Question 1

Fourteenth and P Streets form the commercial district of my neighborhood. There are many small businesses along Fourteenth Street, including restaurants, furniture and home accessory stores, convenience stores, and other retail, as well as two post offices that depend on reliable access for trucks. Fourteenth Street also provides a direct route to the downtown area. P Street includes some larger businesses, such as Whole Foods Market, CVS, and Duron (soon to be relocating) that also depend on truck deliveries. Connecticut Avenue, Massachusetts Avenue, 22nd & 23rd Streets, and P Street NW are major business/transportation arteries with multiple needs for delivery access, both on the

thoroughfares and adjacent alley systems. Florida Avenue is also a major traffic artery with delivery needs for nearby museums and institutions.

Several restaurants and bars on 17th Street between S and Q Streets NW (Food Bar, Dupont Italian Kitchen, Annie's, Chaos, etc.).

Post office (1000 block of 14th Street), CVS (1100 block of 14th St. near Thomas Circle), Firehouse (1018 13th Street NW).

My single member district is composed chiefly of residential housing, with a few minor exceptions.

The Giant at 9th and O. And, of course, the Convention Center.

Most notably, there are some restaurants and various shops (such as cleaners) in this area.

### Question 2

Q Street has had a truck traffic ban for several years. The combination of limited signage and sporadic enforcement has made this ban somewhat ineffective. Trucks ignore the signs with impunity and bang down this purely residential street, literally shaking the foundations of the homes. Just last month, I witnessed a large truck make an illegal right turn from 15th Street onto Q Street. It couldn't fit and actually pushed up against and damaged the traffic light, which remains bent today. R Street residents have sought a similar ban on truck traffic for years to no avail; the District Department of Transportation has been unresponsive to ANC 2F requests for such a ban. Like Q Street, R Street is also purely residential. Both Q and R are one-way streets with parking on both sides for the many residents of those blocks. They were not meant as transportation arteries. With the new Washington Convention Center opening on our eastern boundary (9th Street), residents are anxious as to the increased (legal and illegal) truck traffic on these residential blocks. Steps must be taken to ensure that trucks use major commercial routes, not residential streets.

**MAINTAINING THE BAN ON NON-LOCAL TRUCKS AND BUSES ON Q STREET, O STREET, AND 21<sup>ST</sup> STREET!** These local streets are almost entirely residential. The ANC and neighbors have fought long and hard to ban truck on these streets. It's a "third rail" issue for the neighborhood. In other areas, truck deliveries after 7 AM in the morning is a complaint often cited by residents. On P Street, trucks may park for extended periods of time when it's obvious deliveries are not being made. The P Street Bridge reconstruction has complicated traffic patterns.

Illegal trucks on Q Street. These trucks serve a variety of businesses throughout the District, not just in my neighborhood.

Thomas House 1330 Massachusetts Ave NW across from Thomas Circle Underpass has trucks and buses passing all day. Thomas House needs free access to our facility (a nursing home, a residence for the elderly, and an assorted living facility). We have our

own 2 buses delivering patients and residents in wheelchairs on an average of twice weekly. Trucks are (UNREADABLE) handle medical emergencies.

Should motor carriers be permitted to use smaller streets, i.e., M and N Streets, etc., it would be of great concern to the residents of 2F05. When there are parked cars on either side of these streets, and there is also two-way traffic, there is no room for a motor carrier to safely make the passage when there are oncoming cars with which they must share the road. I have seen this happen, and when it does, someone has to back out. Other concerns are the hazards of the large turning radius required by such vehicles, particularly when turning onto smaller streets. There are concerns about damage to parked cars resulting from falling debris and potential side scrapes. Pedestrian safety issues: When motor carriers back up, the driver is blind to what is behind the vehicle. Motor carrier traffic in neighborhoods where there are children at play could be a constant source of anxiety for residents who are parents, as well as restrictive, if not dangerous, to the children themselves. There are also noise and vibration concerns for residents. While in traffic, motor carriers pose visibility problems, hence safety issues.

It's all Convention Center, all the time. The arrival of a great number of trucks in a very limited amount of time and the effect that will have on a relatively quiet neighborhood. Also, the enforcement of the prohibition of trucks from certain streets, the enforcement of mandatory truck routes and the monitoring of the flow of trucks via the proposed marshalling area.

Noise and traffic congestion (especially along 18th Street) are significant concerns of some residents.

### Question 3

Truck traffic should be directed to major commercial streets, such as Massachusetts Avenue, Fourteenth Street, and Florida Avenue.

Enforcement is key to addressing these concerns.

Heavy fines for repeat offenders. Consideration of other, alternative penalties. Re-route Convention Center traffic (traffic and tour buses) to L Street or underpass (now closed for repair).

Confine motor carrier movement to large commercial corridors, and make the routes as linear as possible to minimize turns and pedestrian safety hazards. Encourage rail use by merchants and provide monetary incentives for such. Avoid areas with high pedestrian traffic. Avoid rush hour.

These issues have been studied in excruciating detail by dozens of experts continuously over a period of years.

Traffic flow patterns for large trucks should direct as much traffic as possible through commercial areas and away from residential areas.

#### Question 4

See response to question 2.

Please refer to number #2 for issues related to the non-local truck ban.

Q Street and R Street. Trucks already are illegal on Q Street.

Massachusetts Ave NW near Thomas Circle.

All, with the possible exception of Massachusetts Avenue— reasons outlined in answer number 2.

When you take the motor carrier issues and overlay the closely associated parking problems, the short answer is: All of the streets will be impacted. The major ones, of course, will be those in closest proximity.

Noteworthy: Heavy traffic from North 18th Street, which is a very busy area, crosses through a confusing intersection at Florida Avenue, 18th and U Streets and flows into a residential area (cars and trucks).

#### Question 5

See response to question 3.

Enforcement will go far to address our concerns.

Consider extending truck ban to R Street. Enhanced enforcement of Q Street truck ban is critical.

L Street NW is a possible alternate to Massachusetts Avenue NW at Thomas Circle.

Ninth Street, and to a lesser extent 11th Street. Massachusetts Ave is certainly a wide enough avenue. Restricting the hours when trucks can move about to between the hours of 1-5 AM might also alleviate some of the traffic burden.

Same.

Unless a truck's destination is in the immediate area, perhaps direct it to use major thoroughfares north of U Street and Florida Avenue in this area in order to avoid the local residential areas when possible. Is there "mass transit" for business deliveries?

#### Question 6

As discussed in my response to question 2, the opening of the new Washington Convention Center is expected to exacerbate existing problems with truck traffic on Q and R Streets.

The Dupont Circle area is almost fully developed. However, as development continues to the east and north of Dupont, the thoroughfares that connect to Rock Creek Parkway and the major thoroughfares will continue to become more congested.

Increasing truck use due to Convention Center.

The following are presumably under construction and are sure to increase congestion and need for parking: 1224 Massachusetts Avenue NW, 1221 M Street Claridge House, 1225 13th Street NW, 14th and N St NW– Condo

East-west streets going under the Convention Center (namely L and M Streets), and Massachusetts Avenue and N Streets, as potential trucking lanes for the center's motor carrier vehicles.

A new and very real set of issues will present themselves with the development of 7th and 9th Streets and the numbers of additional trucks that development will bring. With the Convention Center and the associated development in its infancy and more a work in progress than a situation to be monitored, I expect there to be major problems and issues before us for many years to come.

Continued development may lead to more traffic in my area.

#### Question 7

Truck traffic from the new Washington Convention Center needs to be controlled and routed appropriately. No-truck-bans need better enforcement. The DDOT needs to respond to ANC inquiries and requests in a prompt manner and give their recommendations the "great weight" they must be accorded by law.

I see gridlock. I wonder if people will view this area as a good place to live.

When is M Street going to be open again between 7th and 9th Streets? I was told it would be reopened last April.

### **WARD 3**

#### Question 1

All major establishments are on commercial routes that are major arteries: Connecticut Avenue and Wisconsin Avenue. They are not on residential streets such as Macomb or Porter Streets. Please note the distinction of residential versus commercial (and industrial and institutional) that is based on zoning of most of the property along the street. That differs from functional classifications that seem to be based on traffic volume instead of road structure and property use. Functional classifications of roads may be useful in other contexts, but when talking about use of roads and safety, the use of classification is much better. In my Cleveland/Woodley Park neighborhood only Connecticut Avenue and Wisconsin Avenue are commercial. Parts of Van Ness Street (near the University of the District of Columbia, parts of Garfield Street (near the Cathedral), and parts of Calvert Street (near the hotels) are institutional.

American University—Tenley Campus Yuma Street NW

Safeway—Ellicott St NW/42nd Street NW at junction with Wisconsin Avenue.

I am the President of the Homeowners Association of the Courts of Chevy Chase, a 29-unit townhome development on the 5300 Block of 43rd Street NW (between Military Road and Jenifer Street). We are located on the same block with the Chevy Chase Pavilion Shopping Center, the Friendship Center (where there is Maggiano's, Border's Books, etc.), and the Embassy Suites Hotel. 43<sup>rd</sup> St connects south to Jenifer Street and then intersects with Wisconsin Avenue. All of these businesses have access for trucks through an alley specifically created for that purpose, which is situated between the aforementioned buildings and our townhome development. The alley is one-way, beginning on Military Road (right next to the Embassy Suites Hotel) and exiting on Jenifer Street.

However, many of the trucks instead drive through our residential street and then enter the alley from the exit from Jenifer Street, or when they leave the exit turn left into our residential street. This is a major nuisance and problem.

In addition, since our street is parallel to Wisconsin Avenue, it is a favorite cut-through for trucks that wish to avoid the intersection of Wisconsin Avenue and Military Road, because one cannot turn left there. Thus, they take 43rd Street to Jenifer Street to Wisconsin Avenue. What's more, cars and trucks go through our street at very high speeds.

I believe that a lot of trucks are making deliveries to American University's Tenley Campus on 42nd Street. They are supposed to enter from Tenley Circle at Yuma Street, but the street there is so torn up from the heavy use that they are using 42nd Street.

Primarily road vibration (severe) and noise (at times startling).

Safeway, CVS, Post Office, restaurants, other commercial establishments—all located on MacArthur Boulevard.

UDC, 4200 Connecticut Avenue NW

Giant Foods, 4303 Connecticut Avenue NW

US Post Office, 4005 Wisconsin Avenue NW

CVS Drugstore, 4309 Connecticut Avenue NW

Calvert-Woodley Liquors, 4339 Connecticut Avenue NW

Intelsat, 3400 International Drive

Office Building and businesses between 4201 Connecticut Avenue and 4225 Connecticut Avenue (Passport Restaurant, Spicy Noodle, Bombay Café, KFC/Taco Bell, Van Ness Auto Care)

Rodman's Drug Store—corner of Wisconsin Avenue NW and Garrison Street NW

Safeway—Ellicott St., just west of Wisconsin Avenue NW.

We have experienced increased motor carrier traffic on River Rd both entering and exiting Tenleytown via River Road and Brandywine Street respectively. And the trucks appear to be getting bigger, heavier, louder, dirtier (air pollution) and faster. There is also increased traffic on 42nd Street. This has long been a problem for residents. Now we are especially concerned about the DC Office of Planning's vision to develop as much of the Tenleytown area as possible. This will certainly translate into more truck traffic on River Road, Brandywine Street, 42nd Street and other streets as well. We do not believe this conforms to the DC Comprehensive Plan that attempts to protect Ward 3's low-density environment. We are indeed concerned about traffic congestion, noise pollution, air pollution, road vibration, safety, and security. With the current traffic study occurring on Military Road, we are afraid the District will re-route traffic so that it makes River Road more attractive to ingress and egress into the District. This would not be solving the problem, just shifting it to another part of town.

Noise and traffic safety. Noise with delivery trucks, mostly to Maggianos! Traffic safety with any delivery trucks on 43rd Street, Military Street, Jennifer Street.

#### Question 2

Heavy trucks making deliveries or collecting garbage from American University's Tenley Campus and possibly trucks going to Safeway or River Road cut through 42nd St between Van Ness Street and Albermarle Street creating road vibration, noise pollution, air pollution, and safety concerns. Forty-second Street has become a racetrack! This morning at 6 AM I found a truck doing a 360° turn outside my house at 4205 Warren Street (see map). It belonged to "Cloverland, Green Spring Milk." I did not have time to note the license plate unfortunately.

Delivery hours and truck parking for the noise. NO trucks on 43rd Street. Enforced.

Why can't Wisconsin and Connecticut Avenues be the major thoroughfares for truck traffic? They are both big enough to accommodate this traffic and with the exception of some apartments and condos, there is an adequate buffer zone between the avenues and residential areas. Another recommendation would be to restrict the size of certain trucks to the major avenues. In other words, let smaller trucks use River and Military Roads and the larger ones use Wisconsin and Connecticut Avenues. But this may ultimately prove to be ineffective since the District has a lackluster record in enforcing its own regulations.

Road vibrations, irregular surfacing, traffic congestion during day, excessive speeding (especially at night, but whenever traffic is relatively light), and noise (especially unnecessary use of horns).

Weight limits and restrictions on times that trucks can travel along roads with residential houses.

Macarthur Boulevard Runs between Maryland and the District and is easily accessible from Virginia, hence a good route for all trucks, be they commercial, delivery, or dump trucks hauling dirt. As a result, the roadway needs constant attention. MacArthur Boulevard is also a residential corridor.

Limit truck access on secondary streets.

5100 block and 5200 block of Nebraska Avenue NW: Cars and trucks speed on a routine basis; incredible amount of noise from trucks going uphill towards Connecticut Avenue; houses along this block have considerable problems with vibration from trucks.

In alley between Van Ness Street and Veazey Terrace, behind 4201 Connecticut Avenue, delivery, refrigeration trucks, and trash trucks come between 2 AM and 6 AM waking residents of Van Ness Street South and large delivery trucks cause vibration to buildings.

Trucks, buses, and cars drive twice the speed limit night and day and drivers crossing 37th Street going east on Van Ness Street speed up to warp speed to catch the green light on the corner of Van Ness Street and Reno Road, causing safety hazards for residents and pedestrians.

Delivery trucks using residential streets before 7 AM and in the middle of the night, waking residents.

Delivery trucks for Giant, Calvert-Woodley, and CVS double-park on Connecticut Avenue because they cannot get into Windom Place NW, blocking Connecticut Avenue traffic and causing traffic jams.

Trucks that deliver merchandise along Connecticut Avenue during the day block one lane, sometimes two.

Ever since part of Nebraska Avenue was redone (from Connecticut Avenue to Fessenden, trucks make more noise than ever. The transition is not smooth and when trucks hit that point, a loud “bang” is heard which is especially disturbing at night and it happens at least once every two hours and wakes up residents.

Since Friendship Heights is one of the areas heavily affected by Maryland commuter traffic, we have ongoing serious problems with cars and trucks. In our case, 43rd Street between Military Road and Jenifer Street, the main problem is that large trucks and

autobuses use it as a cut-through in both directions (to avoid the aforementioned intersection at Wisconsin Avenue/Military Road).

The worst problem with trucks in my neighborhood is the truck traffic going to and from Rodman's Drug Store. These trucks frequently travel along Garrison Street NW, between 44th Street and Wisconsin Avenue NW. They are noisy. They cause cracks in the plaster in the homes along Garrison Street. They destroy tree limbs. They break up the pavement, and they spew out air pollution. Despite numerous complaints to Rodman's these trucks continue unabated. Also, these trucks violate posted signs warning them not to travel along Garrison Street, but to travel only between Wisconsin Avenue and the Rodman's loading dock area. These signs are ignored.

My issues of concern are:

- 1) Traffic congestion—42nd Street was not made to bear all of the traffic that it does. It is fairly narrow, especially when there are parked cars on either side. With the proposed addition of another American University Tenley Campus dorm and the development of the Marten's Volvo and VW sites, the street will be unsafe.
- 2) Noise pollution and road vibration—when the trucks speed on 42nd Street, the noise can be deafening and the weight and vibration can damage the street surface.
- 3) Safety concerns—this is the most troubling...42nd Street consists mostly of families with children and pets, and the question isn't *if* there will be a horrible accident with a child, but rather *when*. The neighborhood children who attend the Janney School put themselves at risk every day by walking on 42nd Street.

Major concerns involve safety. No matter what national standards may say, the lanes on residential streets in older cities like Washington are not wide enough to safely accommodate trucks. Most of the east-west streets have two lanes of traffic with one or two lanes of parking. Parking presents special problems for trucks that cannot leave a safety margin for opening of car doors due to the narrow lanes. Most of these streets are on hills and have curves. During the last year we have had several accidents where trucks have destroyed trees when they ran off the road and onto the sidewalks on streets with only one lane of parking. Commercial truck drivers are on strict time schedules and tend to speed on residential streets. The turning circle of trucks is worse than cars and they block traffic when turning off residential streets and onto the wider commercial streets.

We also have a continuing problem with buses circulating around the National Cathedral or double (or triple) parking in front. They have about 700,000 visitors a year. The Cathedral has taken steps to address this problem but we do not know if these steps have worked or if things seem better because of the general slowdown in tourism.

### Question 3

All trucks should use Wisconsin Avenue not 42nd Street NW. American University's Tenley campus should be approached from Tenley Circle. Safeway should be approached from River Road of Ellicott Street NW.

All property near Maggiano's.

Some neighbors have been having problems with truck traffic making deliveries in alleyways that are near residences. For example, the alley between Brandywine Street and Chesapeake Street is particularly problematic. The deliveries occur as early as 4 AM and are loud, disruptive, and sometimes damage private residences.

Upgrade Canal Road to permit heavier trucks. Change permitting process for trucks to use Maryland and Virginia roads.

Clear consistent policy accompanied by clear consistent signage.

Enforce speed limit of 25 MPH. The District Government could make a lot of money on this street. Speed control devices; add stop sign and pedestrian crosswalk at Nebraska Avenue at alley in 5200 block. Restrict trucks in the city—size and weight.

Place stop signs halfway down block between Nevada and Connecticut Avenues. Have police with speed guns.

Put in place hours for delivery in residential neighborhoods bordering commercial areas and enforce restrictions.

Narrow Van Ness Street west of Connecticut Avenue, forcing drivers to voluntarily slow down.

Make Van Ness Street, west of Reno Road, a one-way street, or Van Ness Street could return to its original configuration as a non-through street by building a dead-end at Reno Road and Van Ness Street, or have Van Ness Street one-way going east between Connecticut Avenue and Reno Road, then west only from Reno Road to Massachusetts Avenue.

Limit deliveries to after 9 AM on weekdays. Prohibit deliveries on weekends.

Prohibit trucks with more than 6 tires in residential neighborhoods.

More enforcement of speed and weight limits.

Smaller delivery trucks should be used. Not interstate types.

Smooth and level the transition on Nebraska Avenue at Fessenden Street.

I live on Nebraska Avenue near Connecticut Avenue. The vibrations are at times unbearable—particularly at 4-6 AM when there is no other traffic to slow down big cement mixers and other vehicles. This is despite living in a newly built section.

Resurface the intersection of Nebraska Avenue and Fessenden Street (again). The most recent patching of the “joint” of the repaving job, near the intersection just made the

problem worse. Get competent professional help to identify the exact problems and specify their correction. Position a knowledgeable observer at night to see where in the intersection truck traffic makes the horrendous noise as traffic zooms by.

Do not exacerbate the problem by re-routing truck traffic from Military Road, or other east-west roads in our area.

Install cameras tripped by speeding in the Reno Road to Connecticut Avenue stretch of Nebraska Avenue. We saw this as a very effective tool in Brussels where we lived 25 years ago. This could be a pilot installation to be replicated elsewhere in the District, perhaps on a randomly relocated basis.

Post signs prohibiting unnecessary use of horns. Have police issue tickets from time to time.

I would recommend enforcing the speed limit on 42nd Street and making 42nd Street one-way during rush hour to discourage people from using it as a cut-through.

43rd Street is a residential street with many children and a day-care center. The trucks are a serious threat for the safety of our children. Thus, the intersection at Wisconsin Avenue and Military Road should permit a left turn for vehicles coming east from Military Road to permit them to turn left only at Wisconsin Avenue. In addition, 43rd Street should have traffic calming measures, such as:

- speed humps/bumps to reduce the speed;
- prohibit left turn from Military Road (east) into 43rd Street;
- elevated pedestrian crossings;
- possibly making it one-way

The signs need to be posted more visibly and there has to be an enforcement mechanism put into place. At present, there is absolutely no enforcement and it is unclear that the posted signs have any legal consequences.

Trucks should be kept off residential streets unless they are making deliveries on those streets. This is a particular problem in my neighborhood since there is a paucity of adequate east-west roads. There is no road able to safely carry trucks between Connecticut and Wisconsin Avenues from Calvert/Garfield Streets north to Western Avenue. My understanding is that through-trucks are not permitted to use any of the streets between Calvert Street and Western Avenue, but there are no signs posted. Such signage would definitely help.

The long-term solution to Cathedral bus parking is for the institution to build a parking garage for the buses to make room for them on the extensive grounds.

#### Question 4

42nd St NW and Yuma St NW—both of which border American University's Tenley campus.

No left turn from commercial alley behind Maggiano's. All truck traffic through commercial alley south from Military Road, left only to Wisconsin Avenue.

43rd Street made one way north toward Military Road.

No trucks entering Jenifer Street going east from Wisconsin Avenue.

I think that 42nd Street is the most problematic—as mentioned above, it was not made to carry all of the traffic that it does. People use it as a cut-through from Wisconsin Avenue, Nebraska Avenue, and River Road and call it the “42nd Street Raceway”. I am concerned for the safety of the residents on 42nd Street and the children who walk to and from the Janney School and risk getting hurt every day.

Tilden, Upton, Veazey, Warren, Windom, Yuma, Albemarle, and Brandywine Streets between Reno Road and Wisconsin Avenue should restrict the passage of through trucks. Existing policy signage is not consistent.

Veazey Terrace NW east of Connecticut Avenue is a no-parking, no-standing street but the signs are not enforced.

Letter from the DC Fire Marshall states that double-parked trucks and moving vans on Van Ness Street east of Connecticut Avenue prevent fire trucks and other emergency vehicles from gaining access to this dead-end street with other 3000 residents.

Van Ness Street has become an unpoliced speedway for cars, trucks, and buses with no police traffic control.

Alton Place, between Reno Road and 36th Street.

The stretch of Nebraska Avenue from Reno Road to Connecticut Avenue.

As stated previously, the biggest problem in terms of direct residential impact is with trucks using Garrison Street between 44th Street and Wisconsin Avenue NW. In addition, general truck traffic along Wisconsin Avenue, while necessary, causes pollution and severely degrades the streets.

43<sup>rd</sup> Street NW between Military Road and Jenifer Street.

MacArthur Boulevard, Fachall Road (narrow, two-lane road with no shoulder and large homes). Also, save educational institutions.

I don't want to transfer my problems to other people's roads, and I hope you even consider routing more traffic onto Nebraska Avenue.

Trucks tend to use Porter Street that is concrete surfaced and looks wide, but is entirely residential, is not wide at all, and has a dangerous curve on a steep hill. Last year we lost two large trees on Porter Street from trucks losing control and running into them. Fortunately, no children or other pedestrians were hurt. Trucks also use Van Ness Street that is wide near the University but the trucks suddenly find themselves cutting through a very residential area with stop signs at every corner.

Tour buses tend to circle the National Cathedral because there is no bus parking.

#### Question 5

All vehicular traffic using the Tenley Campus should approach and depart via Tenley Circle and not enter the residential neighborhood.

I think a “No Truck” rule on 42nd Street should be strictly enforced, unless they are making residential deliveries.

Canal Road.

More and more of the same.

The intersection of Wisconsin Avenue and River Road is VERY DANGEROUS since many cars and trucks do not stop before entering Wisconsin Avenue. The intersection of Brandywine Street and River Road is another problem area. Even though there is a stop sign here, few cars or trucks honor it. And, although reported to the DC police and ANC3F nothing has been done to correct the problem. And neighbors on River Road are unable to get out of their driveways safely. Perhaps a camera/ticketing device could help these problem locations. It's a miracle that someone has not been hurt or killed at these two locations. Must we wait for someone to be hurt or killed before the District decides to do something?

Trucks should use arterials for purposes of traveling to and from destinations. Use of secondary streets by trucks should be restricted to deliveries and service calls.

Capitol Beltway and Connecticut Avenue—restrict trucks from using residential streets such as Nebraska Avenue and Military Road.

Where residential or commercial buildings have loading zones or off-street areas for deliveries, trucks double-parking on streets or parking in no-parking areas during rush hours should be ticketed.

Limit all commercial to 36th Street and prohibit commercial traffic before 9 AM.

Trucks over a certain weight may not use Nebraska Avenue.

I'm not knowledgeable about alternate routes that should be considered, but changes elsewhere (e.g., Military Road), should not be allowed to divert east-west traffic to Nebraska Avenue.

As mentioned above, change the Wisconsin Avenue/Military Road intersection so that vehicles coming from the east can turn left (south) onto Wisconsin Avenue, or have a sign for a truck route continuing east beyond Wisconsin Avenue.

With respect to trucks making deliveries to Rodman's Drugstore, the solution is simple. Trucks must be banned from traveling along Garrison Street between 44th Street and Wisconsin Avenue, except as necessary to make residential deliveries to those houses on that street (like moving companies). Trucks making deliveries to Rodman's should be permitted to travel on Garrison Street ONLY between Wisconsin Avenue and Rodman's loading dock area about 50 feet off Wisconsin Avenue NW.

The truck route of Calvert Street/Cleveland Avenue/Garfield Street should be promoted. This corridor has wide lanes and good visibility. For some inexplicable reason, the very wide Garfield Street section was recently posted with no truck signs. The problem with this route is that the Cleveland Avenue section is residential and prone to speeding. Perhaps a fixed speed camera on the downhill side would reduce the speed toward the legal limit.

If through trucks are currently permitted to use either Porter or Van Ness Streets, that should be changed and they should be prohibited.

#### Question 6

The DC Government (zoning commission), against strong advice from the ANC3E Commissioners and neighbors approved project M on the Tenley campus in American University's 200-2010 Campus Plan. Project M entails a 75,000 square foot building housing an additional 200 students (bringing the student population at Tenley to 700) and additional parking for 225 cars.

Overnight truck parking (with engines running) in commercial alley at Maggiano's.

With increased development, use of secondary streets by trucks becomes a greater problem.

New "Sunrise" development at Connecticut and Nebraska Avenues; additional delivery trucks to our streets.

Van Ness Street. New embassies have been built, and are being built, bringing more traffic.

The welcome redevelopment of the old Sears/Hechinger building at Wisconsin Avenue and Albemarle Street will aggravate Nebraska Avenue traffic, truck and auto.

I think that the proposed new dorm at American University's Tenley Campus and the proposed development of the Marten's Volvo and VW sites will make a bad situation much worse.

The problem in our area will increase with the re-development of the Site of the "Washington Clinic" on Western Avenue (5400 block), as well as the development by the Chevy Chase Land Company at the site of the commercial strip nearby (Friendship Heights Metro Entrance). Furthermore, large-scale re-development is planned for the site of Hecht's on Wisconsin Avenue at the Friendship Heights Metro.

With many proposed new apartment or condominium developments under consideration in our area, the motor vehicle and truck traffic will only get worse. Upper Wisconsin Avenue between Tenley Circle and Western Avenue is already gridlocked during morning and evening rush hours and on weekend afternoons. With additional proposed developments (both residential and retail), I do not see how the motor vehicle traffic that will accompany such development will be accommodated.

Trucks from Friendship Heights being diverted to Macarthur Boulevard.

Construction of the Mayor's Residence on Fachall Road.

You can't imagine how much time I've invested in trying to get the Department of Transportation to fix this problem. It's ridiculous.

Motor carriers have presented problems during the construction of commercial/residential properties in our area. For example, large trucks now queue up at 4 AM to make deliveries/pickups at the ongoing development at the old Hechingers building on Wisconsin Avenue. While waiting to make these deliveries or pickups, they often leave their engines running. This is a noise and pollution problem for the neighbors. Although talking with the developer can result in a resolution of the problem, this very often is only temporary. This type of problem also occurs with deliveries to existing commercial establishments in the area, i.e. early morning deliveries, idling engines, noise, pollution, etc. We will eventually be another Bethesda where private residences are vacated and eventually zoned commercial or sold to developers for large commercial/residential developments. Many of us also believe that Wisconsin Avenue has already reached critical mass with traffic congestion. How much more will it and the residents be able to withstand?

#### Question 7

I have been unable to find the location of truck routes on the DC web site to see which streets allow through trucks and which do not. Is this information available?

We have almost never seen motor carriers/trucks stopped for traffic violations (e.g., speeding, illegal lane use). Traffic laws and regulations should be enforced uniformly.

Need more motor carrier inspections around construction sites. This was very effective during initial phase of construction of Georgetown University's southwest quadrant off of Canal Road. Many infractions were cited.

Considerable vibration problems in residences on the 5100 block of Nebraska Avenue. Speeding issues heading towards Military Road from Connecticut Avenue along 5100 block of Nebraska Avenue. Needed: Left turn signal from Connecticut Avenue (heading south) onto Nebraska Avenue—Impossible to legally make this turn.

All new buildings, commercial or residential, should be required to be built with off-street loading and unloading areas, and developers should not be allowed to get a special exception or variance from the Board of Zoning Adjustment not to provide facilities.

Parking a police car on Van Ness Street near Reno Road, or traffic cameras which is a less desirable solution.

A traffic survey similar to the survey being done for Friendship Heights is urgently required for Tenleytown, which is closer to DC than Friendship Heights but carries all the same through traffic from Maryland and all the through traffic from Virginia that enters Tenleytown from River Road, mainly along 42nd Street NW. The problems of 42nd Street were highlighted at the Ward 3 Traffic Summit on Monday 14, 2001, which was attended by Mayor Williams. See Attached Copy (No. 7 on Page 4).

## **WARD 4**

### Question 1

Stores in the Jamel Shopping Center (e.g., Morris Miller Liquors, Granger Hardware, etc.) depend on having reliable access for trucks. However, they have a parking lot in the rear of the shopping center. They are located on the 7800 block of Georgia Avenue.

Bordering 4 A 06:

- Rite Aid on Georgia Avenue
- Piney Branch Post Office
- Safeway on Georgia Avenue
- Carolina Furniture

In 4 A 06:

- Missouri Avenue Market on the corner of Missouri and Georgia Avenues
- CVS on Georgia Avenue

### Question 2

Motor carriage operation on Upper 16th Street NW. causes traffic congestion, safety concerns (especially for students crossing 16th Street to attend school), noise and air pollution, and street vibrations, which result in cracking in some of the older houses.

All of the above, in particular:

- Colorado Avenue is used as a speedway from Georgia Avenue to 16th Street—too many seniors and children walking in the area.

Air pollution and safety concerns by the Brightwood Elementary School.  
Traffic Congestion at Missouri and Georgia Avenues.

Question 3

Slow the traffic down coming through Colorado Avenue around Longfellow and Madison Streets.

Make the 1300 Block of Nicholson Street a one-way street.

Insist trucks use side streets.

Question 4

Georgia Avenue

Question 5

No clue.

Question 6

Construction on Brightwood Elementary for next two years.

Construction on Military Road School.

Question 7

No

**WARD 6**

Question 1

In ANC 6A, most of the establishments that require truck access are on H Street NE, although there is a small commercial area with convenience stores just off of Maryland Avenue NE at 8th Street NE.

Question 2

The complaints I hear most often relate to 1) the noise of the trucks (in particular, the rumble and rattle over potholes, and the airbrakes), 2) the vibration caused by the truck which damages plaster and causes other cracks in homes, 3) the health related concerns associated with diesel exhaust (particularly from poorly maintained tour buses and delivery trucks), and 4) speed/safety concerns associated with trucks traveling on residential streets that serve as de facto feeders (like C Street and Constitution Avenue NE).

Question 3

Trucks and tour buses should be preferentially routed through neighborhoods on the widest streets with the largest setbacks between street and houses—for example, H Street NE, Maryland Avenue NE, East Capitol Street NE, Massachusetts Avenue NE, and 8th Street NE. They should be discouraged from using streets that don't meet these criteria—like C Street NE and Constitution Avenue NE.

There needs to be a better emissions inspection and enforcement regime for tour buses and trucks. Parking enforcement and police should be empowered to issue tickets for visible smoking.

Encourage tour buses to park in the stadium lots, with smaller shuttle service or Metro access into the city.

#### Question 4

As described above, C Street and Constitution Avenue NE because they serve as feeders despite being narrow with very little setback between street and houses. Other problem areas are 14th and 15th Streets NE, which serve as north/south corridors for trucks despite being ill-situated to heavier traffic.

#### Question 5

Make trucks use the wider streets, even if it makes for a slightly longer route.

#### Question 6

Construction on Brightwood Elementary for next two years.

Construction on Military Road School.

Construction traffic at Gallaudet University, the Lovejoy Lofts (13th and D Streets NE), MedLINK (7th and C Streets NE).

#### Question 7

No

### **WARD 7**

#### Question 1

Safeway at (UNREADABLE)

Deli's on Georgia Avenue and (UNREADABLE)

Minnesota Avenue stores located at the 2900 block of Nelson Place SE. O'Connor Liquors, 6 & 6, and possibly the fish market/carryout Todd's Catering between Nelson Place SE and M Street SE.

#### Question 2

Parking in residential areas.

Trucks sometimes have been seen unloading their products while parked on the sidewalk at O'Connor Liquors. O'Connor Liquors has told the delivery people not to do this. It's mostly right of way issues—parking on the sidewalk and in the crosswalk.

#### Question 3

Increased enforcement.

Send a letter to the businesses in this corridor to cease and desist any vehicles from unloading products in the right of way and from blocking ingress and egress from the curbside where wheelchair ramps are apparent. No parking in crosswalks.

Question 4

Georgia Avenue

Minnesota Avenue at 2900 block of Nelson Place to 2900 block of M Street SE

Question 5

Restrict all motor carriers of food or beverage products to early daytime hours and to not block the right of way or curbside in an intersection with wheelchair ramps apparent.

Question 6

Georgia and New Hampshire Avenues

We currently experience what was described in #5 and #2. However, I'd like to make Nelson Place an eastbound street only—prohibiting vehicles from entering Nelson Place from Minnesota Avenue. That way motor carriers can be closer to the store with driver's side door facing to the curb.

Question 7

Increased parking enforcement of commercial vehicles in residential areas.

I would like DCDOT to remind our merchants and businesses not to block right of way or at the curbside where a wheelchair ramp in an intersection is apparent. Parking on a sidewalk and in intersections is prohibited. Signs, clearly stating a fine, need to be put in place. I would like a letter emailed to me that was sent out to merchants.